To: CN=Catherine Yanca/OU=AA/O=USEPA/C=US@EPA[]
Cc: CN=Joseph Somers/OU=AA/O=USEPA/C=US@EPA;CN=Kathryn
Sargeant/OU=AA/O=USEPA/C=US@EPA;CN=Marion Hoyer/OU=AA/O=USEPA/C=US@EPA[];
N=Kathryn Sargeant/OU=AA/O=USEPA/C=US@EPA;CN=Marion
Hoyer/OU=AA/O=USEPA/C=US@EPA[]; N=Marion Hoyer/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Rich Cook/OU=AA/O=USEPA/C=US
Sent: Wed 2/25/2009 4:24:52 PM
Subject: Re: Options for keeping toxics in a reduced EPAct program
(embedded image)

Of course this matrix was selected to best inform a statistical analysis, and whittling down the fuels may leave us with significant gaps in our ability to model fuel effects.

I like the idea of bracketing the aromatics levels.

I think it would be good to have a high aromatics fuel with low RVP. Maybe 13?

Priorities (in my view):

1) ethanol
2) aromatics
3) RVP

If we have to whittle down fuels, let's not worry about T50/T90 effects.

Rich Cook
Environmental Scientist
U.S. EPA
Office of Transportation and Air Quality
2000 Traverwood Drive
Ann Arbor, MI 48105
Phone: 734-214-4827 Fax: 734-214-4939

Catherine Yanca/AA/USEPA/US
EPA-OAR,OTAQ,ASD
Sent by: Catherine Yanca
Received Date:
02/24/2009 05:21 PM
Transmission Date:
02/24/2009 05:21:17 PM
To   Rich Cook/AA/USEPA/US@EPA, Joseph Somers/AA/USEPA/US@EPA
cc   Kathryn Sargeant/AA/USEPA/US@EPA, Marion Hoyer/AA/USEPA/US
Subject   Options for keeping toxics in a reduced EPAct program

Problems with the EPAct budget have most recently coalesced into the presenting options to Chet for reducing the scope of the program. Chet is emphasizing ethanol effects as a goal of the program. There is a briefing scheduled for tomorrow at 4 pm at which Chet has requested different scenarios be presented

Ex. 4 - CBI

1

end, Tony and Aron are considering an option that would include picking 6 fuels out of the matrix below, and still testing all 19 vehicles for Bag 1, three of which would still include all 3 bags. We need to let them know which 6 fuels are most relevant for us. Fuels 6 and 14 are only different in ethanol content and are 15% aromatics. Fuels 13 and 16 are only different in their ethanol content, as are fuels 11 and 15 but these have high aromatic content (40%). Tony and Aron mentioned having only one or maybe two E0 fuels to act as an "anchor fuel" with the rest being E10. We also need to tell them which variable would be our second priority- our first is ethanol, would the second be RVP, aromatics, T50 or T90?

We are probably only going to get one test per vehicle, no replicates.

Bottom line questions: (1) Which 6 fuels are most relevant for us? (2) Which variable is our second priority?